

Report of Survey for Repairs, &c., of Engines and Boilers.

(Received at London Office)

MAY 14 1940

Writing Report 11-5-40, When handed in at Local Office 13-5-40. Port of Falmouth.

Survey held at Falmouth. Date, First Survey 23-4-40 Last Survey 3-5-1940.

on the Machinery of the Wood, Iron or Steel TS. MS. "ATHELKING". (No. of Visits 4.)

Gross 9557
 Net 6019
 Power 709
 Main Boilers ✓
 Donkey Boilers 2
 Assurance Boilers ✓
 Dry Boilers 180

Vessel built at Newcastle. By whom Swan, Hunter & Wip. Richardson Ltd. When 1926-3
 Engines made at Greenock. By whom J. G. Kincaid & Co. Ltd. When + NE. 11, 34.
 Boilers, when made (Main) ✓ (Donkey) 1926.
 Owners Athel Line, Ltd. Owners' Address (if not already recorded in Appendix to Register Book.)
 Managers Port Liverpool. Voyage
 If Surveyed ~~Afloat~~ in Dry Dock Falmouth No. 3 Drydock. Particulars of Classification (which must be inserted precisely as in Register Book & Supplements).

Report No. Port Particulars of Examination and Repairs (if any) Damage & Repairs.

At surveys, when held, must be reported in detail and seriatim in the terms of the Rules. State clearly the Repairs, if any, and, in detail, the nature and extent of Examinations and subsequent Repairs. Repairs on of Damage (the cause of which must be stated) should be separated from Repairs due to other causes; and being detailed in the body of the report, should be briefly summarised at the end of the report. State also the initials of any letters respecting this case.

In cases where the Surveyor has not made a special damage report he is required to state whether he has declined his services for this purpose, and why they were declined. Yes - not required. No.

Has a special damage report been made by anyone else? If so, by whom? No.

Does the Surveyor personally go inside each Main Boiler separately and make a thorough examination at this time? ✓ No.

Does the Surveyor go inside each Donkey Boiler separately and make a thorough examination at this time? No. Donkey boilers not due for survey.

Are there any parts of the Boilers which could not be thus thoroughly examined? ✓

Were special means, in the absence of internal examination, adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each Boiler? ✓

What is the date of internal examination of each boiler? Present condition of funnel(s) Good.

Does the Surveyor examine the Safety Valves of the Main Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

Does the Surveyor examine the Safety Valves of Donkey Boiler? ✓ To what pressure were they afterwards adjusted under steam? ✓

Does the Surveyor examine all the manholes, doors and their fastenings of the Main Boilers? ✓ and of the Donkey Boilers? ✓

Does the Surveyor examine the drain plugs of the Main Boilers? ✓ and of the Donkey Boilers? ✓

Does the Surveyor examine all the mountings of the Main Boilers? ✓ and of the Donkey Boilers? ✓

Has the stern shaft now been drawn and examined? No. Is it fitted with continuous liner? ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

Has the stern shaft now been changed? ✓ If so, state reasons. ✓

Has the stern shaft now fitted been previously used? ✓ Has it a continuous liner? ✓ Is an approved appliance fitted at the after end of the shaft to permit of it being efficiently lubricated? ✓

What is the distance of examination of Screw Shaft? ✓ State the distance between lignum vitae or bearing metal of stern bush and top of after bearing of screw shaft. P.S. 1/8.

Are engine parts, when referred to by numbers, should be counted from forward? Is electric light and/or power fitted? Yes.

Does the Surveyor examine the generators, motors, switchgear, cables and fuses? No.

Has the insulation resistance of the generators, circuits and apparatus been tested and found to be not less than 100,000 ohms? No.

Is the survey complete, state what arrangements have been made for its completion and what remains to be done. Complete.

Damage stated to have been caused through the propellers striking a submerged object at Bufadero on 14th March, 1940, when entering the channel after passage from Le Havre.

Now Done: Vessel placed in dry dock. The P.S propellers, cone ends of screw shafts, cone ends of stern bushes & outside fastenings of sea connections examined & placed in good condition.

Post Propeller Repairs due to Damage: One blade of solid bronze propeller broken at tip & bent; propeller removed, sent to Messrs Stone's for repair, returned & refitted. Starboard propeller - blade tip fractured & one tip bent; propeller removed, repaired & refitted. Sea & Tear Repairs: Plain tubes in starboard donkey boiler renewed. Boiler hydraulically tested and found satisfactory.

General Observations, Opinion, and Recommendation: The machinery of this vessel, so far as now seen is in good condition and eligible, in my opinion, to remain as classed without fresh record of survey.

Fee (per Section 29) £ : :
 Damage Fee (if any) £ 2 : 2 : 0
 (per Section 29.)
 Printing expenses (if chargeable) £ : :

Fees applied for 13th May 1940
 Received by me, C. N. Thomas, 19

Committee's Minute TUE 28 MAY 1940. Signed As now

C. N. Thomas. © 2020
 Engineer Surveyor to Lloyd's Register of Shipping.
 Lloyd's Register Foundation
 W 375 - 0008

Is a Certificate required? If so, to be sent to